**Ballinasloe R446 Bridge Street Junction to Harris Road Junction Active Travel Scheme**

**Public Consultation – Non-Statutory**

This is a non-statutory public consultation in relation to the preferred route option

**Text description of drawings.**

There are four drawings in total for this scheme. All drawings are 1:500 scale with cross section detail at 1:50 scale. These drawings were prepared by Designer for the scheme, Clandillon Civil Consulting (CCC). The following notes are included in the drawings:

1. This drawing is the property of CCC. This drawing should not be relied on or used in circumstances other than those for which it was originally prepared and for which CCC was commissioned.
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3. The Preferred Route presented in this drawing is subject to change based on stakeholder consultation and the further development of this option during Preliminary Design.
4. Ballinasloe Flood Relief Scheme (FRS) not affected. The proposed Active Travel Scheme will be protected by the Ballinasloe FRS.

**Summary of the Active Travel Scheme**

This is an Active Travel Scheme along the R446 in Ballinasloe town which is approximately 1.4 kilometers long.

Running along the R446, the scheme extends from the Bridge Street junction, continues past the Marina, through the Grand Canal Roundabout, as far as to the junction with Harris Road at Dunlo Hill.

The location is within the 50 kilometer per hour speed limit and within 5 to 10 minutes’ walk from Town Centre and shopping centre south of town (Tesco and Aldi).

This scheme will provide new cycling facilities.

Street lighting is provided along the scheme.

There are existing footpaths along this route, but they require an upgrade to ensure continuity and inclusive design and to provide safe access for all.

The proposed scheme includes upgrades to the existing crossing locations, and provision of additional pedestrian crossings. These crossings will also cater for cyclists.

There are temporary bus stops along Dunlo Hill at present. This scheme will include new bus stops with shelters at the Marina (in accordance with Part 8 Planning Reference LA 07/21) and secondary bus stops without shelters at Dunlo Hill.

The proposals is generally confined to the road space and include the existing footpaths and roadway. It is envisaged that the fence at the north-west corner of Harris Road junction will be set back circa 1m to facilitate proposed changes to the junction.

**Drawing No. 1 Brackernagh, Harris Road Junction and Dunlo Hill**

This is a plan drawing of the R446 along Brackernagh and Dunlo Hill and includes the Harris Road Junction. This drawing shows the proposals starting at the John Dunne Avenue (beside the carpark for the Health Centre). This is the starting point for the scheme at the western end. The drawing indicates that a new ramped crossing facility is proposed here, however there is a label on the drawing advising that the detail and exact location of the crossing is yet to be confirmed.

The drawing shows that the footpath along the southern side of the road is maintained. The drawing shows that a new two-way cycle facility is proposed adjacent to the existing footpath to the north. The drawing shows a cycle and pedestrian crossing at the mouth of the Harris Road junction. The drawing shows that the Harris Road junction is proposed to be tightened (narrowed for vehicles) and that the left turn lane onto the Harris Road from Brackernagh will be removed.

The drawing also shows a typical cross-section of the proposed cycle and pedestrian facility at the Monument on Dunlo Hill. The cross section shows that there will be a 1.8m footpath on both sides of the road. The cross section also shows that there will be a 2m to 2.5m cycle facility adjacent to the northern footpath with a 0.5m minimum width verge separation. The cross section also shows that the road carriageway is proposed to be 6.0m to 6.5m wide in total.

There is a new ramped signalized pedestrian crossing proposed at the Monument. This is indicated to be 2.4m wide.

This drawing shows that formal parallel parking for ten car parking spaces will be maintained between houses 8 to 19 on the southern side of the R446 at Dunlo Hill.

A landscaped no-parking zone is shown on either side of this formalized parking area.

**Drawing No. 2 Dunlo Hill, Hymany and Harbour Road**

This drawing is at the same scale as drawing no. 1 and shows the next section of the scheme along the R446, further east. This drawing shows three junctions which interact with the R446 and new cycle facility; Dunlo Hill, Dunlo Street and Jubilee Street.

The drawing shows a proposal to tighten all of the junctions above.

The drawing also shows the R446 junction with Hymany Drive. No changes are proposed to this junction.

The proposals in this location are confined to the road space (wall to wall) and include the existing footpaths and roadway. The drawing shows that the footpath along the southern side of the road is maintained. The drawing shows that a new two-way cycle facility is proposed adjacent to the existing footpath to the north. The drawing also shows that there are proposed cycle and pedestrian crossings across the mouths of each of the junctions on this drawing.

The drawing shows that the existing pedestrian crossings across the R446 (from north to south) are proposed to be widened to 2.4m, ramped, and signalised.

The drawing also includes a typical cross-section B-B of the cycle and pedestrian facility showing that there will be a 1.8m footpath on both sides of the road. The cross section also shows that there will be a 2m to 2.5m cycle facility adjacent to the northern footpath with a 0.5m minimum width verge separation. The cross section also shows that the road carriageway is proposed to be 6.0m to 6.5m wide in total.

Along the southern edge of R446 the drawing shows that car parking is being formalized at the following locations parallel to the R446; two parallel parking spaces outside O’Connor and Co., two parallel spaces outside CURRA MÓR HOUSE and five parallel parking spaces starting at No. 2 Dunlo Hill and continuing to the east towards junction with Dunlo Street. The drawing also shows a Bus Stop outside No. 2 Dunlo Hill. A landscaped no-parking zone is shown on either side of these formalized parking area and the bus stop buildout area.

Along the northern edge of R446 the drawing shows five parallel parking spaces in front of House Numbers 2 to 7 Dunlo Hill and a bus stop in front of House Numbers 1 to 3 Dunlo Hill. A landscaped area separates the parking spaces and the bus stop from the cycle facility adjacent to the footpath. There is a pedestrian crossing across the cycle facility linking the bus stop buildout with the footpath across the cycleway and the landscaped area.

**Drawing No. 3 Harbour Road, Grand Canal Roundabout and Sli na hAbhainn**

This drawing is showing the next section of the scheme along the R446 further east.

This drawing shows the Harbour Road, the Grand Canal Roundabout and R446 Sli na hAbhainn extending towards Marina including R446 junctions with Canal Drive, the shopping center with Lidl and the access road to north of Shearwater Hotel.

Formalised parallel car parking (twenty spaces) is proposed along the existing footpath to the south of Harbour Road between Hymany Park Junction and House No. 12 Harbour Rd.

The drawing shows proposal to tighten the junction at the entrance to the Old Canal Guinness Store (STÓRAS KILLALY) north of Harbour Road. The drawing shows that the footpath at this junction follows the existing alignment in front of the house at the corner and continues back up to Harbour Road and crosses the narrowed junction adjacent to cycle facility. Landscaping areas are proposed between the cycle facility and the footpath at this junction.

The drawing proposes that the Grand Canal Roundabout be tightened. The roundabout reference note states ‘Segregated roundabout with active travel CDM:TL703’. This is a reference to the Cycle Design Manual. Amendments are proposed to the landscaping areas at the roundabout. Single lane approaches are proposed on all roundabout arms.

The segregated pedestrian and cycle facility along the Harbour Road changes to a shared facility to the north-west and south-west of the roundabout. Shared raised ramp crossings are proposed at Harbour Road and Dunlo Shopping Centre arms of the roundabout. The drawing shows that the shared facility to the south-west corner of the roundabout transitions to a segregated cycle and pedestrian facility to the south. Segregated facility crosses the Certa Fuel Station Exit and ties in with the existing cycle lanes on Dunlo Shopping Centre access road.

The shared facility to the north-west of the roundabout continues from the shared crossing on Harbour Road arm to the raised ramp pedestrian crossing on the Sli na hAbhainn arm. A segregated cycle and pedestrian facility continue from this point towards the Marina along the western edge of R446 Sli na hAbhainn.

The drawing shows existing footpaths to the north-east and south-east of the roundabout. Cycle facilities are not proposed here. A proposed raised ramp pedestrian crossing is shown across the Dunlo Quay arm of the roundabout.

The drawing shows indicatively the location of the proposed future tie-in with the Galway to Athlone cycleway at Canal Drive junction in front of Shearwater Hotel. Only the location is indicated.

The drawing shows R446 junction with the access road to the north of Shearwater Hotel. No changes are proposed to this junction.

The drawing shows a proposal to tighten the access junction to the business park at the Harbour Road by reducing the exit to one lane. Segregated pedestrian and cycle facilities will continue across the mouth of this junction.

The drawing shows that the existing pedestrian crossings across the R446 (from east to west) outside the Shearwater hotel will be widened to 2.4m, ramped, and signalised.

The drawing also includes a typical cross-section B-B of the cycle and pedestrian facility showing that there will be a 1.8m footpath on both sides of the road. The cross section also shows that there will be a 2m to 2.5m cycle facility adjacent to the northern footpath with a 0.5m minimum width verge separation. The cross section also shows that the road carriageway is proposed to be 6.0m to 6.5m wide in total.

**Drawing No. 4 Sli na hAbhainn, the Marina and Bridge Street Junction**

This drawing is showing the next section of the scheme along the R446 further north from Drawing No. 3.

This drawing shows R446 Sli na hAbhainn along Marina and Bridge Street. This drawing shows the interaction of the proposed active travel scheme with the R446 junctions at Bolger’s Lane and Bridge Street.

A new proposed ramped pedestrian crossing is shown to the west of the Millrace Nursing Home access junction. This is the eastern end of this scheme.

This drawing shows that the shared pedestrian and cycle facility is located along the western edge of R446.

The drawing shows a proposal to tighten the Bolger’s Lane junction and Bridge Street junctions and remove the right turning lanes on R446 at these junctions. The drawing shows cycle priority and partial set-back at these junctions with segregated pedestrian and cycle facilities crossing at a ramp at the mouth of these junctions. The exit at Bolger’s Lane Junction is reduced to one lane.

The drawing shows that the tie-in at Bolger’s Lane coincides with the removal of the left turn lane.

The drawing shows the tie-in at Bridge Street coincides with the bridge abutment.

The drawing indicates the location of the proposed future tie-in with the Ballinasloe Flood relief Scheme at the Marina and indicates a location of the proposed hardstanding maintenance area for the Marina.

The drawing shows that the existing pedestrian crossings across the R446 (from east to west) south of the Marina will be widened to 2.4m, ramped, and signalised.

The drawing also shows the location of the cross-section B-B to be south of the Marina.

The drawing also includes a typical cross-section B-B of the cycle and pedestrian facility showing that there will be a 1.8m footpath on both sides of the road. The cross section also shows that there will be a 2m to 2.5m cycle facility adjacent to the northern footpath with a 0.5m minimum width verge separation. The cross section also shows that the road carriageway is proposed to be 6.0m to 6.5m wide in total.

The drawing also shows the new accessible bus stops with shelters at the Marina. The bus stop proposals at the Marina were approved under a previous Part 8 planning permission. The reference for that planning permission is LA 07/21. These are off-line bus stops with buses pulling off the main road to the sheltered bus stops. Landscaping areas are shown within project extents either side of the bus stops.

The southbound bus stop is shown in the existing parking bay at the Marina. A bicycle parking area is shown to the back of the bus shelter. A 1.8m wide footpath will link the proposed bus stop with the existing footpath along the Marina boundary fence.

The northbound bus stop is located to the north of Marina, adjacent to the Sli na hAbhainn Park. The footpath veers off the existing alignment north of Bolger’s Lane junction and continues adjacent to carpark. A pedestrian crossing on the cycleway is shown adjacent to the shelter. Bicycle parking is shown to the west of the footpath.

The drawing shows the end of the scheme west of the access to Millrace Retirement Village on Bridge Street. The segregated pedestrian and cycle facility transitions to a shared facility east of Bridge Street junction. Shared facility continues along the northern edge of Bridge Street and terminates at shared use crossing across R446 outside Finn’s on Bridge Street. This is the starting point of the scheme at the eastern end.